HEADQUARTERS 6TH FERRYING GROUP FERRYING DIVISION - AIR TRANSPORT COMMAND LONG BEACH APPLY AIR FIELD LONG BEACH, CALIFORNIA DATE //-/3-43 201 SUBJECT: Familiarization with A-20 Airplane. Reckeck : Operations Officer, Post. 1. This is to certify that the undersigned has satisfactorily completed Transition Flight Training on the A-20 type aircraft and certifies to the following: a. "I have received transition flight training on the A-20 airplane and feel qualified to perform the duties as first pilot on same." b. "I certify that I am familiar with and have demonstrated an operating knowledge of all instruments, controls, starting procedure, ignition, fuel and hydraulic systems, emergency landing gear and flap lowering procedure,

radio, automatic pilot and all other special installations on the A-20 airplane."

c. "I do further certify that any crew member assigned to me will be thoroughly familiarized with such duties as he may be called upon to perform in the airplane."

d. "I have read the Tech Orders on this plane."

Captain. Air Corps

Asst. Director of Air Training

Distribution:

Squadron Operations Flight Crew Assignment Control 201 File Transition

Dareign of.

HEADQUAPTERS 6TH FERRYING GROUP FERRYING DIVISION - AIR TRANSPORT COMMAND LONG BEACH ARMY AIR FIELD LONG BEACH, CALIFORNIA DATE 11/24/43 201 SUBJECT: Familiarization with B-25 Airplane. NIGHT Check : Operations Officer, Post. 1. This is to certify that the undersigned has satisfactorily completed Transition Flight Training on the B-25 type aircraft and certifies to the a. "I have received transitic flight training on the B-25 airplane and feel qualified to perform the duties as first pilot on same." b. "I certify that I am familiar with and have demonstrated an operating knowledge of all instruments, controls, starting procedure, ignition, fuel and hydraulic systems, emergency landing gear and flap lowering procedure, radio, automatic pilot and all other operial installations on the B-25 airplane." c. "I do further certify that any crew member assigned to me will he thoroughly familiarized with such duties as he may be called upon to perform in the airplane." d. "I have read the Tech Orders on this plane." Name Typed aptain, Air Corps Asst. Director of Air Training Distribution: Squadron Operations Flight Crew Assignment Control 201 File Transition

# HEADQUARTERS 2ND OPERATIONAL TRAINING UNIT FERRYING DIVISION, AIR TRANSPORT COMMAND HOMESTEAD ARMY AIR FIELD, HOMESTEAD, FLORIDA

#### PRECISION LOW APPROACH CHECK

PILOT_	Jack H. Gardn	er, 1/Lt.	DATE	8/12/44	
RANGE	1	OHO	TIME	2100	
TYPE AII	RCRAFT	24	GRADE	88	

WEATHER:					
	Value		Course . Name of Contract of C	TUDES	
The state of the s	<b> </b>	All.owed	Prescribed	Flown	Grade
1. Initial approach altitude	2	100	3000	3050-2940	2
Beam bracketing and holding 2. Initial approach heading	2	3 brkts	270	275-265	2
3. Detected statuon, initial	4				4
4. Rate of descent	2	200 '/Min	500	500_700	2
5. Altitude prior to turn	2	501	2500	2450-2550	2
6. Airspeed	2	5 MPH	150	145_150	2
7. Procedure burn, headings	2	5°	222/42	255/175	2
8. Altitude, procedure turn	2	501	2500	2550-2450	2
9. Airspeed during turn	2	5 1PH	150	150-160	1
10. Rate of descent	2	2001/Min	500	300-500	2
11. Altitude, return to station Bracketing and riding beam	5*	01	2000	1900-2000	0
12. Return to station heading	5	3brkts 5°	88	80-90	4
13. Airspeed	2	5 MPH	150	150-160	1
14. Detected station, final	8*				6
15. Altitude over station	8%	01	2000	2000	8
16. Rate of descent	4	100'/min.	500	400-500	14
17. Airspeed	4*	5 LPH	150	150_160	6
18. Heading, station to field	8%	50	88		8
19. Timing, station to field	8*	. 5 sec.	1:48	1:55	14
20. Altitude over field	1.0%	01	1500	1500	10
21. Pull out	1+				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	8				g

REMARKS: Turned to heading of the beam of procedure turn without getting back

on beam, but was able to get a brush. The flight was well planned.

Statement of the statem		DALG	0/ 12/17	
RANGE	DHO	TIME	2100	
TYPE ATROPATT	The state of the s	Name of the last o		
TYPE AIRCRAFT	D-24	GRADE	88	
	A CAMPAGNA COMPANY ASSESSED FOR COMPANY OF THE PROPERTY OF THE	G10110311		

WEATHER:

WEATHER:	-				
	Value			TUDES	J
		Allowed	Prescribed	Flown	Grade
1. Initial approach altitude	2	100	3000	3050-291	10 2
Beam bracketing and holding		3 brkts		2 3.	
2. Initial approach heading	2	10°	270	275-265	2
3. Detected statuon, initial	4				4
4. Rate of descent	2	200 1/Min	500	500_700	2
5. Altitude prior to turn	2	501	2500	2450-255	50 2
6. Airspeed	2	5 MPH	150	145-150	2
7. Procedure burn, headings	2	50	222/42	222/42	2
8. Altitude, procedure turn	2	501	2500	2550-245	0 2
9. Airspeed during turn	2	5 IPH	<b>1</b> 50	150-160	1
10. Rate of descent	2	2001/Min	500	300_500	2
11. Altitude, return to station	5*	01	2000	1900-200	0 0
Bracketing and riding beam 12. Return to station heading	5	3brkts 5°	88	80-90	4
13. Airspeed	2	5 MPH	150	150_160	1
14. Detected station, final	8%	,	of the same of the same of		6
15. Altitude over station	8%	01	2000	2000	8
16. Rate of descent	4	100 1/min.	500	400-500	14
17. Airspeed	4%	5 LPH	150	150_160	6
18. Heading, station to field	8*	50	88		8
19. Timing, station to field	8*	. 5 sec.	1:48	1:55	14
20. Altitude over field	1.0%	01	1500	1500	10
21. Pull out	1,				14
22. Signal volume and reaction	4				14
23. Knowledge of procedure	8				g

REMARKS:	Tur	ned	to	headin	g	of t	he	beam	of	proc	edure	turn	without	getting	back
on	beam,	but	was	able	to	get	a	brush		The	flight	was	well nla	anned.	

Grading instructions on reverse side.

WILLIAM R. WHITE, Captain, CHECK PILOT

#### GRADING:

l point off for each 20' or 5° or 5 MPH or 100'/min.

#11 2 off each additional 201.

#14 8 for cone; 6 for partial cone; 4 no cone detect station.

#15 2 off each additional 201.

#17 2 off each additional 5 MPH.

#18 4 off each additional 50.

150

- #19 4 off each 5 sec. over or short.

#20 4 off first and second 20'; 2 off third 20'.

second flow one teleth offer comments of the meet well elemen.

## FINAL REPORTS PEROTS

PILOT Gardner, Jack H. RANK 1	/Lt. ASN_	0_500471	
*Ground School completed	DATE: 8/12 Instructor's Grada Pi	DATE: g/12/bl Check Pilot's Grade	
1. Visual Inspection and cockpit check.	В	B #	
2. Starting, Taxii, and Run-up.	В	B #	
3. Take-off and climb.	В	B 4	
4. Approach and landings.	В	B 4	
5. One or more engines inoperative.  Approach and land.	В	В	
6.* Complete Instrument Check (AAF 50-3):			
a. Instrument Take-off.	В	B #	
b. Approach on predetermined heading.	0 #	В	
c. Loop orientation and let down.	B #	В	
d. Range orientation and let down (Precision check).	В	В	
e. Instruments w/one engine inoperative	re. B	B 4	
7. General knowledge of equipment.	В	В	
8. Emergency procedures and equipment.	В	В	
9. Weight and Balance and Power Charts.	В	В	
10. Radio Navig., Radio Fixes, D.R. Navig.	В	_B	
FINAL GRADE	В	В	
REMARKS: Pilot came here with a below av	erage knowleds	e of instrumer	its,
but tried hard all way through course a	nd improvement	was steady to	rning
out to be average pilot on instrument w	ork. PJH		
Lt. Gardner tries very hard and does an	average job	of flying. He	has a good
knowledge of procedures and plans his f			
	WRW		
PERRY J. HODGKINS, Capt.  Perry J. Hodgkins, Capt.  Ferry J. Hodghins		R. WHITE, Cap Sheck Filot	lite 1
10			

1. Visual Inspection and cockpit check.	В	B #				
2. Starting, Taxii, and Run-up.	В	₽ #				
3. Take-off and climb.	В	B #				
4. Approach and landings.	В	B #				
5. One or more engines inoperative. Approach and land.	В	В				
6.* Complete Instrument Check (AAF 50-3):						
a. Instrument Take-off.	В	B <b>/</b>				
b. Approach on predetermined heading.	C +	В				
c. Loop orientation and let down.	B 4	В				
d. Range orientation and let down (Precision check).	В	В				
e. Instruments w/ome engine inoperative	ve. B	B +				
7. General knowledge of equipment.	В	В				
8. Emergency procedures and equipment.	В	В				
9. Weight and Balance and Power Charts.	В	В				
10. Radio Navig., Radio Fixes, D.R. Navig.	В	В				
FINAL GRADE	В	В.				
REMARKS: Pilot came here with a below a	verage knowled	ge of instrum	ents,			
but tried hard all way through course	and improvemen	t was steady	turning			
out to be average pilot on instrument	work. PJH					
Lt. Gardner tries very hard and does a	n average job	of flying. H	e has a good			
knowledge of procedures and plans his	flights well.	. <del> </del>				
	WRW					
PECOLEDATICES: AIRLINE FIRST PILOT	Mill	inn P/	Lite			
PERRY J. HODGKINS, Capt.  Perry & Hodghins  CRAPES.		M R. WHITE, C Check Pilot	apt.			
GRADES:  A - Above average C- Below Average D - Unsatisfactor						

# FORM FIVE CHECK LIST

NAME	GAR	DNER, JACK H	Ca Carrier Car	RANK	1st Lt.	ASN	
	1.	Flight Surge	eon's Certifica	tes			
	2.	PIF Form 24	l's				
		BLACK	RLUE	YELLOW	(RED)		
		FIF Revision	ıs				
	0	5 16 17 1	8 19 20 21	22 23 21	4 25		
	3•	Check-outs a	and Classificat:	ion			
		CLASS I	L's PT's AT-	19 AT-6	AT-16 BT-1	3 UC-64 A-24	
		CLASS II	UC-78 AT-17	AT-9 AT-10	O AT-11 U	rc-45	
	A.A	CLASS III	C-47 C-49 C-5	53 B-18 (	C-60 A-29		
		FURSUIT	P-39 P-40 P-4	17 P-51 I	-63		
	ا	CLASS IV	B-25 B-26 C-1	16 A-20 H	F-8 A-26	F-38	
	C	CLASS V)	B-24 C-87 B-1	17 C-54 E	3-29		
47 43	4.	Certificate	for Instrument	Card			
			Date 12	Hug 's	44		
	5. 0	Certificatio	n of Flying Exp	erience (S	ervice Pil	ots Only)	
	6. I	Fersonnel Or	ders .				
			Aeronautica	1 Rating _	V		
			Flying Stat	us	V		

# HEADQUARTERS 2ND OPERATIONAL TRAINING UNIT FERRYING DIVISION, AIR TRANSPORT COMMAND HOMESTEAD ARMY AIR FIELD, HOMESTEAD, FLORIDA

### PRECISION LOW APPROACH CHECK

PILOT Jack H.	Gardner, 1/Lt.	DATE	8/12/44	
RANGE	DHO	TIME	2100	
TYPE AIRCRAFT	<b>3</b> -24	GRADE	88	

WE	ATHER:	-				
		Value	Tolerance Allowed	ALTI Prescribed	TUDES	Grade
1.	Initial approach altitude	2			i Nie i	Greige
7	Beam bracketing and holding	- 2	100 3 brkts	3000	3050-2940	2
2.	Initial approach heading	2	10°	270	275-265	2
3.	Detected stateon, initial	4	<del>- Arabita (Cal</del> if			h
4.	Rate of descent	2	200 1/Min	500	500-700	2
5.	Altitude prior to turn	2	501	2500	2450-2550	2
6.	Airspeed	2	5 MPH	130	145-150	2
7.	Procedure burn, headings	2	5°	222/42	222/42	2
8.	Altitude, procedure turn	2	50 <b>'</b>	2500	2550-2450	2
9.	Airspeed during turn	2	5 MPH	150	150-160	1
10.	Rate of descent	2	200 <b>'</b> /Min	500	300-500	2
11.	Altitude, return to station	5*	01	2000	1900-2000	0
12.	Bracketing and riding beam Return to station heading	5	3brkts 5°	88	80-90	4
13.	Airspeed	2	5 MPH	150	150-160	1
14.	Detected station, final	8#				6
15.	Altitude over station	8%	01	2000	2000	8
16.	Rate of descent	4	100'/min.	500	400-500	4
17.	Airspeed	4*	5 MPH	150	150-160	6
18.	Heading, station to field	8*	50	<b>8</b> 8		8
19.	Timing, station to field	8*	5 sec.	1:48	1:55	4
20.	Altitude over field	1.0*	01	1500	1500	10
21.	Pull out	4				4
22.	Signal volume and reaction	4			1.5	4
23.	Knowledge of procedure	8				8

REMARKS: Turned to heading of the beam of procedure turn without getting back

on beam, but was able to get a brush. The flight was well planned.

TYPE AIRCRAFT 8-24 GRADE 88

WEATHER:

WEATHER:						
	Value	Tolerance	Assessment Assessment Assessment of the Assessme	TUDES		
		All.owed	Prescribed	Flown		Grade
1. Initial approach altitude	2	100	3000	3050-	polio	
Beam bracketing and holding	1-~	3 brkts	7000	3030	7-0	2
2. Initial approach heading	2	10°	270	275-2	65	2
3. Detected statuon, initial	4					
						4
4. Rate of descent	2	200 1/Min	500	500-7	00	2
5. Altitude prior to turn	2	501	2500	2450-	2550	
			7.	21705	-990	2
6. Airspeed	2	5 MPH	190	145-1	50	2
7. Procedure burn, headings	2	50	222/42	222/4	2	2
					~	
8. Altitude, procedure turn	2	501	2500	2550-	2450	2
9. Airspeed during turn	2	5 1PH	150	150-1	60	1
10 Pato of decemb			500	300_5	20	2
10. Rate of descent	2	2001/jin		70007	-	
11. Altitude, return to station	5*	01	2000	1900_	2000	0
Bracketing and riding beam 12. Return to station heading	5	3brkts 50	88	80-90		4
Deadling Deadlon Meading	2	5~			-	-
13. Airspeed	2	5 MPH	150	150-1	50	1
14. Detected station, final	8%					6
15. Altitude over station	8%	0'	2000	2000		
/			2000	2000		8
16. Rate of descent	4	100 1/min.	500	400-50	0	4
17. Airspeed	4*	5 MPH	150	150-16	0	6
18 Handing station to Si 7:	dv				_	-
18. Heading, station to field	8*	50	88			8
19. Timing, station to field	8**	5 sec.	1:48	1:55		4
20. Altitude over field	1.0*	01	1500	1500		10
21. Pull out	,					4
	-4-					4
22. Signal volume and reaction	4					4
23. Knowledge of procedure	8			***		8

REMARKS: Turned to heading of the beam of procedure turn without getting back on beam, but was able to get a brush. The flight was well planned.

Grading instructions on reverse side.

WILLIAM R. WHITE, Captain, CHECK PILOT

#### GRADING:

l point off for each 20' or 5° or 5 MPH or 100'/min.

#11 2 off each additional 201.

#14 8 for cone; 6 for partial cone; 4 no cone detect station.

#15 2 off each additional 20'.

#17 2 off each additional 5 MPH.

#18 4 off each additional 50.

= #19 4 off each 5 sec. over or short.

#20 4 off first and second 20'; 2 off third 20'.

## FINAL REPORTS PEROTS

PIL	OT GARGNER. JACK R. RANK	ASN_	0-500471	
			r	
*Grou	and School completed	DATE: Instru <b>ction</b> 's Gradk Pi	DATE: Check <b>\$/12/49</b> Grade	
<u>1.</u>	Visual Inspection and cockpit check.			
2.	Starting, Taxii, and Run-up.	-		
3.	Take-off and climb.	1	7	
4.	Approach and landings.	-	31	
5.	One or more engines inoperative. Approach and land.			
6.	Complete Instrument Check (AAF 50-3):			
	a. Instrument Take-off.		7.1	
	b. Approach on predetermined heading.	04	- 7	
	c. Loop orientation and let down.	34	3	
	d. Range orientation and let down (Precision check).	3		
	e. Instruments w/one engine inoperativ	ė. <u> </u>	34	
7.	General knowledge of equipment.	3	3	
8.	Emergency procedures and equipment.	<b></b>	3	
9.	Weight and Balance and Power Charts.	<b></b>	<b>—</b>	
10.	Radio Navig., Radio Fixes, D.R. Navig.	<b></b>		
<del>8</del>	FINAL GRADE	l		
REMA	RKS: Pilot came here with a below av	erage knowledg	e of instrument	d
	but tried hard all way through course a			
	out to be average pilot on instrument w			
	Lt. Cardner tries very hard and does an	average job o	f flying. He h	as a good
	knowledge of procedures and plans his f			
		WBW		
THECO	AIRLING FIRST PILOT	Willian	- R phete	
PER	RY J. HODGKINS, Capt.	WILLIAM C	R. WHITE, Capt heck Filot	•
GRAD	erry & Hodgkins			

*Ground School_	ompleted	DATE: Instructor's Grade Pi	DATE: Check <b>5/12/49</b> Grade	
1. Visual Inspecti	ion and cockpit check.	3	-B#	
2. Starting, Taxis	i, and Run-up.	3	<del>2</del> <del>4</del>	
3. Take-off and co	limb.	3	B #	
4. Approach and l	andings.	<del></del>	**	
5. One or more en Approach and 1	gines inoperative. and.	<b></b>		
6. * Complete Instr	ument Check (AAF 50-3):			
a. Instrument	Take-off.	<u> </u>		*
b. Approach o	n predetermined heading.		-	
c. Loop orien	tation and let down.			
d. Range orie (Precision	entation and let down n check).	3	1	
e. Instrument	ts w/one engine inoperati	ve	B +	
7. General knowle	edge of equipment.	3	<del></del>	
8. Emergency prod	cedures and equipment.		1 2	+
9. Weight and Bal	lance and Power Charts.	<del> </del>	+ 3	
10. Radio Navig.,	Radio Fixes, D.R. Navig.	<b></b>		
<del></del>	FINAL GRADE		<u> </u>	
	came here with a below to d all way through course rage pilot on instrument	and improveme		
t. Cardner t	ries very hard and does	an average job		fe has a good
-knowledge of	procedures and plans his	flights well.		
RECO. IMPLATICUS:		Wille	in Rhh	£
PERRY J. HODGKIN Instruct GRADES:			AM R. WHITE, Check Pilot	Capt.

B - Average

D - Unsatisfactory

# WAR DEPARTMENT ARMY AIR FORCES

QUALIFIED	x	
UNQUALIFIED		

## PILOT INSTRUMENT CERTIFICATE APPLICATION AND FLIGHT CHECK FORM

## Application

Application is hereby made for Instrument Pilot (	Certificate { AAF Form 8 (white) AAE XEOMINZSAX (green) } (Strike out one.)
Name Jack H. Gardner	Rank 1/Lt. Organ. 2nd OTU
Pilot rating	Total Instrument Pilot time
Instrument Pilot time last 5 years: Under hood	Actual Total
The above is true to the best of my knowledge	and belief.
the common and the contract of	Signed Gack H. GARDNER Rank 1/Lt. Air Corps
AND ADDA TO THE MADE THE MADE AND ADDRESS OF THE PARTY OF	Date 12 August 1944 *
Check Pilot F	light Test Report
(See reverse side for	description of maneuvers)
Maneuvers	Satisfactory Unsatisfactory
1. Instrument take-off	No. of the contract of the con
2. Spiral climb	with the fire the state of the second control of the second secon
3. Level flight	
4. 90° and 180° turns	· · · · · · · · · · · · · · · · · · ·
5. Steep banks	· · · · <u> </u>
6. Stalls	· · · · not cormitted
8. Glides	· · · · <u>x</u>
9. Radio range orientation and low approach	<u>x</u>
10. Position plotting by intersection	X and the second of the X and the second of
11. Aural null orientation and homing	X X
12. Radio compass low approach	X THE RESERVE THE PARTY OF THE
	AF Form 8 (white), the applicant must satisfactorily complete combat crew pilot in OTU and/or RTU organizations having maneuver No. 9 may be omitted. To qualify for Instrument Pilot actorily complete all maneuvers.
This is to certify that I have personally flight-	checked the above applicant on B-24
aircraft and find him qualified—unqualified	oncorred the above applicant on
the second secon	Ontil Dil
	Signed William Ki White
	WILLIAM R. WHITE (Authorized check pilot)
	Rank Captain, Air Corps
-12/22 Oct 186 therefore by f Britished approximate	Date 12 August 1944
(Applicant must qualify "Satis	sfactory" on each separate maneuver)

(Applicant must qualify "Satisfactory" on each separate maneuver)
16-37012-1

### DESCRIPTION OF MANEUVERS

- 1. Instrument take-off.—The check pilot will align the airplane with the runway. Pilot will set directional gyro either to zero or the nearest 5° indice of the runway heading, and will take off. Proficiency will be based on ability to hold heading within 3° either side of initial heading and by smoothness of attaining climbing air speed safely.
- 2. Spiral climb.—The pilot will put the airplane in a standard climbing spiral to the right. After climbing 1,000 feet, he will reverse the direction of turn and climb 1,000 feet more. Proficiency will be based on constant rate of turn, maintenance of proper rate of climb, air speed, and smoothness.
- 3. Level flight.—The pilot will fly on a given compass heading for 5 minutes. Proficiency will be based on ability to maintain straight and level flight.
- 4. 90- and 180-degree turns.—The pilot will make turns in each direction. Accuracy, maintenance of constant altitude, and smoothness of control determine proficiency.
- 5. Steep banks.—The pilot will put the airplane in a bank of 40 to 60 degrees, maintain this bank until a smooth turn is achieved, then return to straight and level flight. No specific amount of turn is required. Proficiency will be based on smoothness of turn and maintenance of constant altitude and safe air speed:
- 6. Stalls.—The pilot will place the airplane in a glide without flaps with engine completely throttled, slowly reduce the air speed to a complete stall, then regain normal gliding speed. Proficiency will be based on avoidance of any tendency toward a second stall during recovery and on ability to hold the airplane from turning or dropping a wing before the stalling point is reached.
- 7. Recovery from unusual maneuvers.—The check pilot will place the airplane in an unusual position, then instruct the pilot to take the controls, recover, and resume level flight. Proficiency will be based on ability to recover quickly, smoothly, and reliably; emphasis will be placed on avoidance of diving and stalling during recovery. Type of aircraft will govern the extent of unusual maneuvers; check pilot will use judgment in the execution and allowance for recovery.
- 8. Glides.—The pilot will place the airplane in a power glide without flaps, with appropriate air speed, safely above stalling speed, and make at least one 90° turn in each direction. Proficiency will be based on ability to maintain constant air speed and vertical speed and to execute turns smoothly.
- 9. Radio range employment and orientation.—(Use all instruments.) This portion of the test will start from a position unknown to the pilot and within 10 minutes of the radio range station. It will consist of tuning the radio to the station, orientation, and bracketing of beam and following it to the radio range station, recognition of the station, and a let-down using the standard procedure for that range and station.
- 10. Position plotting by "intersection."—Take bearings on at least two stations (three, if possible) and plot position on D/F chart.
- 11. Aural null orientation and homing.—Using aural null locate station and home. (Synthetic trainers may be used for position plotting by intersection and aural null orientation and low approach, provided ADF or loop equipment is not available on aircraft utilized for test.)
- 12. Radio compass low approach.—This portion of the test is to emphasize the simplicity of executing low approaches using the radio compass in COMP. position. Follow needle to station, turn to reciprocal of station to field course (terrain permitting). Lose \% excess altitude out-bound, execute procedure turn, lose remaining excess, cross station, and make final descent to minimum altitude over field. Procedure will closely approximate standard low approach but no reference is made to range legs for lateral corrections of course or headings.

16-37012-1

DETACHMENT 556TH AAF BU (16TH TRANSPORT SQUAD.) FERRYING DIVISION, ATC. Hamilton Field, Calif.

### PRECISION LOW APPROACH CHECK

PILC	T Garner J.H. 1st Lt.		DATE	Sep.	t 4-44	
RANGE San Francisco			TIME	2/30		
TYPE	AIRCRAFT C-54-A	GRADE	78		V.	
WEAT	HCR:					
		Value	Tolerance	ALT ITUD		
-			Allowed	Prescribed	Flown	Grade
1.	Initial approach altitude	2	100	6000	7000	
2.	Beam bracketing and holding Initial approach heading	2	3 brkts			
7	Detected station, initial	<u></u>				
3.	beceeved solution, interial	41	<u> </u>		<del> </del>	2
4.	Rate of descent	2	200 Min			2
5.	Altitude prior to turn	2	501	4000	4700	
6.	Airspeed	2	5 MPH			
						~
7.	Procedure turn, headings	2	5°			1 - 1
8.	Altitude, procedure turn	2	50'	4000	4300	
9.	Airspeed during turn	2	5 MPH			2
10.	Rate of descent	2	200'/Min			2
11.	Altitude, return to station Bracketing and riding beam	5*	3 brkts	2000	2100	3
12.	Return to station heading	5	50			2
13.	Airspeed	2	5 MPH			2
14.	Detected station, final	8*				8
17.	Altitude over station	8*	01	2000	12100	-   8
16,	Rate of descent	4	100 /min	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		3
17.	Airspeed	4*	5 MPH			4
18.	Heading, station to field	8*	50			5
				And the second of the second o		
19.	Timing, station to field	∂∗	5 sec.			8
20.	Altitude over field	10*	) 0'	1500	1500	1 9
21.	Pull out	14				
22.	Signal volume and reaction	14				2
	Company of the Compan					
23.	Knowledge of procedure	8	· · · · · · · · · · · · · · · · · · ·	<del></del>	<del></del>	1 8
REMA	RKS: Need another range	e let d	lown weak	on beam b	racketing	

THEORET AP PROBLEM ETCTCHIOS	2	100	6000	7000	1	
Beam bracketing and holding 2. Initial approach heading	2	3 brkts		1000		
				1	1	
3. Detected station, initial	L <sub>L</sub>				2	
4. Rate of descent	2	200 /Min			2	
5. Altitude prior to turn	2	501	4000	4700	- 1	
6. Airspeed	2	5 MPH			2	
7. Procedure turn, headings	2	5°				
8. Altitude, procedure turn	2	501	4000	4300	0-	
9. Airspeed during turn	2	5 MPH			2	
10. Rate of descent	2	200 /Min			2	
11. Altitude, return to station	5*	01	2000	2100	3	
Bracketing and riding beam 12. Return to station heading	5	3 brkts			2	
					2	
13. Airspeed	2	5 MPH		-		
14. Detected station, final	8*				- 8	
15. Altitude over station	8*	01	2000	2100	8	
16. Rate of descent	4	100 /min.	V.		3	
17. Airspeed	4*	5 MPH			4	
18. Heading, station to field	8*	5°			5	
19. Timing, station to field	8*	5 sec.			8	
20. Altitude over field	10*	0'	1500	1500	9	
21. Pull out	-14				4	
22. Signal volume and reaction	4				2	
23. Knowledge of procedure	8				8	
REMARKS. Model continued						

REMARKS: Need another range let down weak on heam bracketing.

Grading instructions on reverse side.

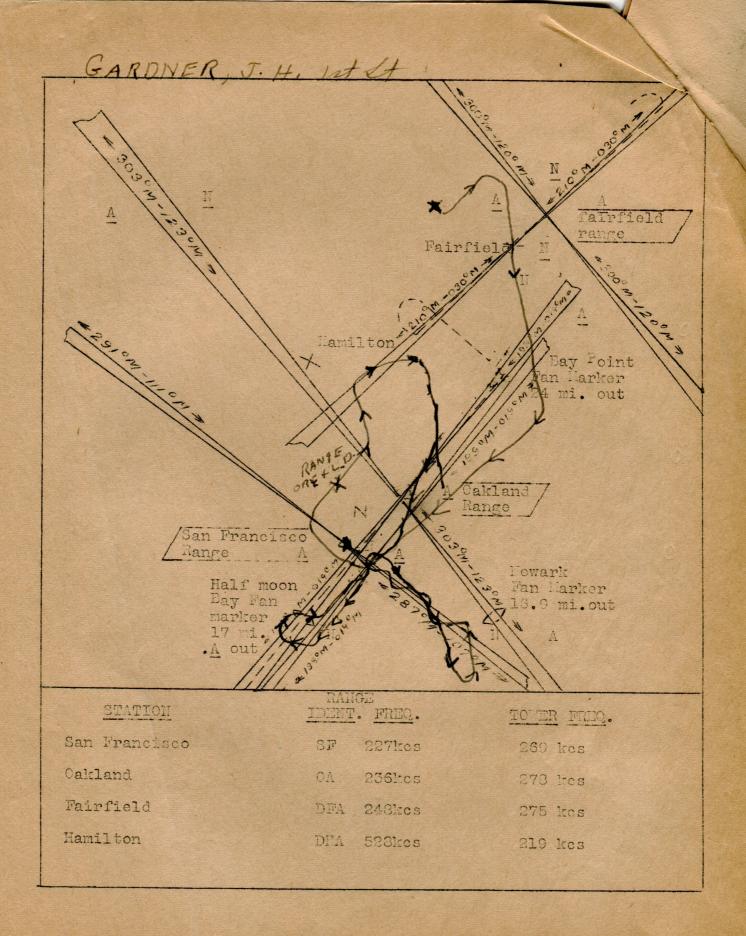
John DeWolfe CHECK PILOT

FORM# 38

## FINAL REPORTS - PILOTS

PILOT Gardner J.H.	RANK 1st Lt.	ASN_0-520497
*Ground School	DATE: Instructor's Grade	DATE: Check Pilot's Grade
1. Visual Inspection and cockpit check.		В
2. Starting, Taxii, and Run-up.		В
3. Take-off and climb.		A
4. Approach and landings.		B
5. One or more engines inoperative. Approach and land,		В
6. Complete Instrument Check (AAF 50-3)		
a. Instrument Take-off.		
b. Approach on predetermined headin	<b>\$</b> •	
c. Loop orientation and let down.		A
d. Range orientation and let down (Precision check).	p - w	В
e. Instruments w/one engine inopera	ive.	В
7. General knowledge of equipment.		В
8. Emergency procedures and equipment.		В
9. Weight and Balance and Power Charts,		
10. Radio Navig., Radio Fixes, D.R. Navi	<b>t</b> •	
FINAL GRADE		В
REMARKS: Air work good. Weak on b	eam aracketing. D	id not ride the
range leg during the let down.	Loop work O.K.	
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
RECOMMENDATIONS: Need another ran	ge let down and I	think he will
be 0.K.		**************************************
INSTRUCTOR	CHECK PILOT Tohn DeW	olfe
GRADES:		

3. Take-off and climb.	A				
4. Approach and landings.	B				
5. One or more engines inoperative. Approach and land.	В				
6. Complete Instrument Check (AAF 50-3)					
a. Instrument Take-off.					
b. Approach on predetermined heading.					
c. Loop orientation and let down.	A				
d. Range orientation and let down (Precision check).	В				
e. Instruments w/one engine inoperative.	В				
7. General knowledge of equipment.	В				
8. Emergency procedures and equipment.	В				
9. Weight and Balance and Power Charts.					
10. Radio Navig., Radio Fixes, D.R. Nevig.					
FINAL GRADE	В				
REMARKS: Air work good. Weak on beam aracketing. Did not ride the range leg during the let down. Loop work C.K.					
RECOMMENDATIONS: Need another range let down and let 0.K.	I think he will				
GRADES:  A - Above average C - Below Average	Volfe				
B - Average D - Unsatisfactory FORM # 37					



DETACH ENT 556TH AAF BU (16TH TRANSPORT SQUAD.) FERRYING DIVISION, ATC. Hamilton Field, Calif.

## PRECISION LOW APPROACH CHECK

PILO	Gardner		DATE	10-3-	44.	
RANG	Oakland DFA		TRIE	2;40	)	
TYPE	AIRCRAFT C-54A		grade		92%	
WEAT	HER:					
		Value	Tolerance Allowed	ALT ITUD Prescribed		Grade
1.	Initial approach altitude Beam bracketing and holding	2	100	7000/4000	2000/4050	2_
2.	Initial approach heading	2	3 brkts	Goo	d'	2
3.	Detected station, initial	1,		Goo	d	2
14.	Rate of descent	2	200 · /Min	0.K.		2
5.	Altitude prior to turn	2	501	Gc	od	2
6.	Airspeed	2	5 MPH	0.1	•	2
7.	Procedure turn, headings	2	50	Goo		2
8.	Altitude, procedure turn	2	501	excel	lant	2
9.	Airspeed during turn	2	5 MPH	excel	lent	2
10.	Rate of descent	2	200 Min	0.1		2
11.	Altitude, return to station	5*	0.	exce	llent	5
12.	Bracketing and riding beam Return to station heading	5	3 brkts	0.	K.	4
13.	Airspeed	2	5 NPH	13	0	0
1/4.	Detected station, final	8*		exc	ellent	8
15.	Altitude over station	8*	0:	exc	ellent	8
16.	Rate of descent	4	100 /min	fai	r.	2
17.	Airspeed	4*	5 MPH	goo	da	4
18.	Heading, station to field	8*	_5°		ellant	8
19.	Timing, station to field	8*	5 sec.	"	"	8
20.	Altitude over field	10*	0'	11	1 "	10
21.	Pull out	4		goo	þ	2
22.	Signal volume and reaction	<u> 1</u> v - 1		goo	pd	3
23.	Knowledge of procedure	8		exc	ellant	8
REMAI	RKS:	0.K.	First Pj	lot.		

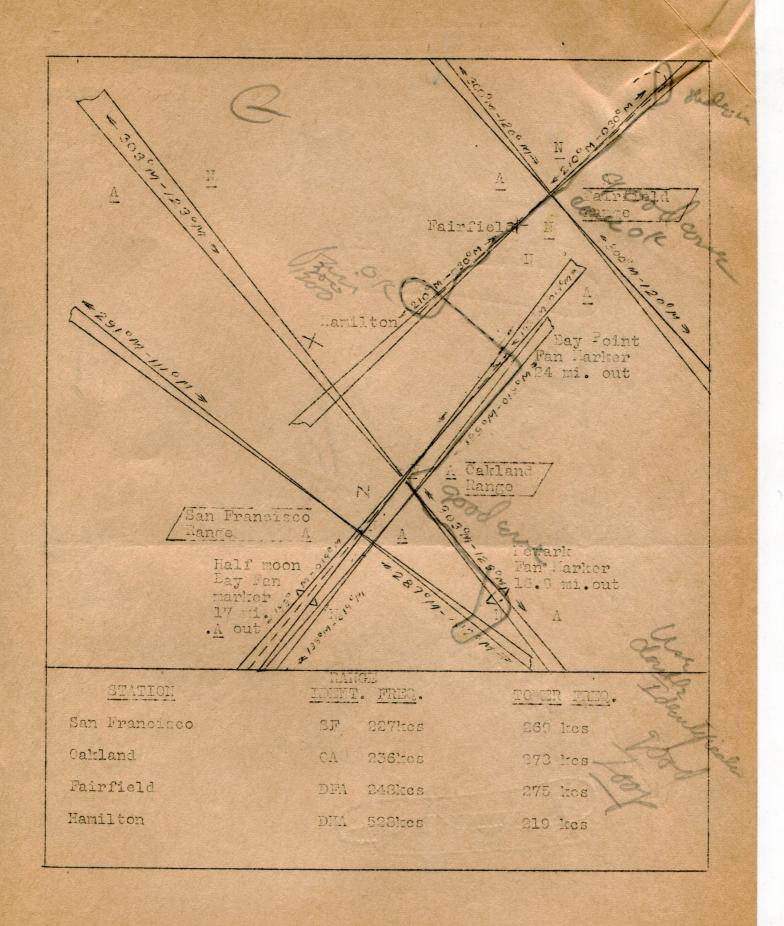
L.H.L.

	- 2-		Good	1-2
3. Detected station, initial	4.		Good	2
4. Rate of descent	2	2001/Min	0.K	2
5. Altitude prior to turn	2	501	Gdod	2
6. Airspeed	2	5 MPH	0.1.	2
7. Procedure turn, headings	2	50	Good	2
8. Altitude, procedure turn	2	50 <b>'</b>	excellant	2
9. Airspeed during turn	2	5 MPH	excellent	2
10. Rate of descent	2	200 /Min	0.N.	2
11. Altitude, return to station	5*	01	excellent	5
Bracketing and riding beam 12. Return to station heading	5	3 brkts	0.K.	4
13. Airspeed	2	5 NPH	130	0
14. Detected station, final	8*		excellent	8
15. Altitude over station	8*	01	excellent	8
16. Rate of descent	4	100 /min	fair	2
17. Airspeed	4*	5 MPH	good	4
18. Heading, station to field	8*	5°	excellant	8
19. Timing, station to field	8*	5 sec.	n n	8
20. Altitude over field	10*	01	n n	10
21. Pull out	4.		goog ,	2
22. Signal volume and reaction	1,		good	3
23. Knowledge of procedure	8		excellant	8
REMARKS:	0.K.	First Pi	lot.	
L.H.L.				
Grading instructions on reverse side.  Doss				
FORM# 38				

PILOT Gardner J.H. RANK 1st Lt. ASN \*Ground School DATE: DATE: Check Pilot's Instructor's Grade Grade Visual Inspection and cockpit check. 2. Starting, Taxii, and Run-up. 3. Take-off and climb. 4. Approach and landings. 5. One or more engines inoperative. Approach and land, 6. Complete Instrument Check (AAF 50-3) a. Instrument Take-off. b. Approach on predetermined heading, c. Loop orientation and let down. d. Range orientation and let down (Precision check). e. Instruments w/one engine inoperative. 7. General knowledge of equipment. 8. Emergency procedures and equipment. 9. Weight and Balance and Power Charts. 10. Radio Navig., Radio Fixes, D.R. Navig. FINAL GRADE REMARKS: Good Pilot-RECOMMENDATIONS: O.K. for 1st Pilot. L.H.L. CHECK PILOT Doss INSTRUCTOR Capt. A.C. GRADES:

A - Above average C - Below Average

2. Starting, Taxii, and Run-up.	B
	B
	A
4. Approach and landings.  5. One or more engines inoperative.	
Approach and land.	
6. Complete Instrument Check (AAF 50-3)	
a. Instrument Take-off.	
b. Approach on predetermined heading.	
c. Loop orientation and let down,	A
d. Range orientation and let down (Precision check).	A A A A A A A A A A A A A A A A A A A
- descending inonerative.	B
	B
7. General knowledge of equipment.	
8. Emergency procedures and equipment.	B
9. Weight and Balance and Power Charts.	В
10. Radio Navig., Radio Fixes, D.R. Nevig.	A
FINAL GRADE	B <del>/</del>
REMARKS:	
Good Pilot-	
DEGOMENTATIONS, O.K. for 1st Pilot.	
RECOMMENDATIONS: U.K. 101 183 11200	
INSTRUCTOR CHECK PILC	T Doss Capt. A.C.
GRADES:  A - Above average C - Below Average B - Average D - Unsatisfactory  FORM # 37	



## STANDARD CREW LINE CHECK

/ WILITARY TRANSFORT, FERRYING DIVISION, ATC
DATE 10/13/44 TYPE AIRCRAFT C54 AIRCRAFT NUMBER 1.45
PILOT GARDNER CHECK PILOT CAPT CORY
ITINERARY:
From KWASALEIN TO SAIPAN Via DIE
FLIGHT TIME THIS REPORT:
Contact Instrument Hood
Day 7+55 Night Total 7+55
DEAD RECKONING NAVIGATION THIS REPORT:
From To From To
From To From To RADIO RANGES FLOUN ENROUTE: Saipa (Homing)
LOOP BEARINGS TAKEN:
INSTRUMENT APPROACHES MADE:
NIGHT LANDINGS MADE:
AVERAGE GRADE THIS REPORT:
Grade and given average of all items.
E - Excellent 90 - 100% G - Good 80 - 90%
F - Fair 70 - 80% (Not passing - requires explanation) P - Poor Below 70% (Not passing - requires explanation)

DETACHMENT 556TH AAF BU (16TH TRANSPORT SQUAD.)
FERRYING DIVISION, ATC HAMILTON FIELD, CALIF.

DATE 10/13/44

## ROUTE CHECK ON C-54 CREWS

1. At Operations Office		
Sat. Unsat	Sat.	Unsat
a. Punctuality 6 e. Weight & Balance data		
b. Appearance f. Codes & Signal secure		
c. Attitude 6 g. Coordination of Crew		-
d. Flight Plan 6 h. Briefing Material &	9	-
0 0	9	
Weather folder secured	-	-
Chada & Dannifest	0	
Grade 82 Remarks PILOT UNSHAVEN		
	4	
	$\sim$	
II. At Weather Office	Sat.	Unsat
a. Ability to read and diagnose weather sequences		
and maps.	F	
, b. Attentiveness and attitude to forecaster's		
prognostications	-	
c. Ability to plan flight with regard to weather	7	
d. Are decisions made intelligently?	7	
e. Instructions to Navigator with regard to altitude	7	
and course to be flown.	9	
f. Neatness, readability and accuracy of flight plan		
made by navigator.	6	
g. Howgozit Chart. Point of no return.	6	
Grade 81 Remarks:		
$\alpha$		
X J/		
III. Before Entering Ship	go+	Unact
a. Examination of gas supply, oil, de-icing and	Dau.	Unsat
budneylie fluide	· V	0
hydraulic fluids.		
b. Exterior examination of aircraft (fletners,	E	
Pitot tubes, etc.)		
c. Examination of landing pears & tires & engines.	E	
d. Cleanliness of windows.	6	
$Q_{-}$		
Grade 90 Remarks:		
4 0		
Rood		

IV. After Entering Ship		
	Sat	. Unsat
a. Examination of Cargo.		
DISOGRASI Of DOGGO	9	
C. Inspection of	IGIT	-
c. Inspection of aircraft and equipment.	9	
e. Crew stationed property	12	
Grade Remarks:	12	-
Tiomarks:		-
Lood	3	
V. Starting Motors		
	Sat.	Unsat
a. Check list.	-	
b. Ability to start smoothly and keep running.	10'	
Q. Radio Charle		F
e. Instrument Charles	19	-
f Tickt C		
T. DIEGO CHECK.	12	
f. Light Check.  Grade & Remarks:  ENGINE STARTING NOT TOO SHARP  TECHNIQUE NOT UP TO STANDARD ON START	io-pror	
ENGINE STERTING NOT TOO SHERP CO TECHNIQUE NOT UP TO STANDARD ON START	O-ALOT	
ENGINES.  Remarks:  ENGINE STERTING NOT TOO SHERP  TECHNIQUE NOT UP TO STANDARD ON START ENGINES.  I. Taxiing	TING	
ENGINE 5.  ENGINE STERTING NOT TOO SHERP CONTINUE NOT UP TO STANDARD ON STARTENGINE 5.  I. Taxiing  a. Use of throttles	Sat.	
ENGINE STERTING NOT TOO SHERE CONTINUE NOT UP TO STANDARD ON START ENGINES.  I. Taxiing  a. Use of throttles.  b. RPM on ground	TING	
ENGINE STERTING NOT TOO SUPER CONTINUES.  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of instant	TING	
ENGINE STERTING NOT TOO SUREP CONTINUE NOT UP TO STANDERD ON START ENGINES.  I. Taxing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed	TING	
ENGINE STERTING NOT TOO SHERP  TECHNIQUE NOT UP TO STANDARD ON START  ENGINES.  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle noon.	TING	
ENGINE STERTING NOT TOO SHERP  TECHNIQUE NOT UP TO STANDARD ON START  ENGINE'S  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle nose wheel control. f. Turns. 6. Use of broker	TING	
ENGINE STARTING NOT TOO SHARP  TECHNIQUE NOT UP TO STANDARD ON START  ENGINE'S.  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle nose wheel control. f. Turns. 8. Use of brakes. h. Radio nomenals h.	TING	
ENGINE STERTING NOT TOO SHERP  TECHNIQUE NOT UP TO STANDARD ON START  ENGINE'S.  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle nose wheel control. f. Turns. 8. Use of brakes. h. Radio nomenals.	TING	
EAGINE STERTING NOT TOO SURED  TECHNIQUE NOT UP TO STANDARD ON START  ENGINE'S.  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle nose wheel control. f. Turns. S. Use of brakes. h. Radio nomenclature. Parking of plane for motor run-up  Grade.	TING	
ENGINES.  ENGINES.  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle nose wheel control. f. Turns. 8. Use of brakes. h. Radio nomenals.	TING	
ENGINE STERTING NOT TOO SHEEP CONTINUES.  TECHNIQUE NOT UP TO STANDARD ON STARTED IN TAXING  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle nose wheel control. f. Turns. S. Use of brakes. h. Radio nomenclature. Parking of plane for motor run-up.	TING	
EAGINE STERTING NOT TOO SURED  TECHNIQUE NOT UP TO STANDARD ON START  ENGINE'S.  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle nose wheel control. f. Turns. S. Use of brakes. h. Radio nomenclature. Parking of plane for motor run-up  Grade.	TING	
ENGINE STERTING NOT TOO SHEEP  TECHNIQUE NOT UP TO STANDARD ON START ENGINE'S  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle nose wheel control. f. Turns. S. Use of brakes. h. Radio nomenclature. i. Parking of plane for motor run-up. Grade  Remarks:	TING	
ENGINE STARTING NOT TOO SHARE  TECHNIQUE NOT UP TO STANDARD ON START  ENGINE 5.  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle nose wheel control. f. Turns. s. Use of brakes. h. Radio nomenclature. 1. Parking of plane for motor run-up. Grade  Remarks:	TING	
ENGINE STERTING NOT TOO SUPER TECHNIQUE NOT UP TO STANDARD ON START ENGINES.  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle nose wheel control. f. Turns. S. Use of brakes. h. Radio nomenclature. l. Parking of plane for motor run-up. Grade Remarks:  I. Motor Run-up  R. Check Litter	Sat.  Gt  GG  GG  GG  GG  GG  GG  GG  GG	Unsat
ENGINE STERTING NOT TOO SHEEP  TECHNIQUE NOT UP TO STANDARD ON START ENGINES.  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle nose wheel control. f. Turns. S. Use of brakes. h. Radio nomenclature. i. Parking of plane for motor run-up. Grade  Remarks:  I. Motor Run-up a. Check List. D. Smoothness of metalog Supression of the control of th	Sat. Grant Sat. Ur	Unsat
ENGINE STARTING NOT TOO SHARE  TECHNIQUE NOT UP TO STANDARD ON START  ENGINE'S.  I. Taxiing  a. Use of throttles. b. RPM on ground. c. Smoothness of initial movement of aircraft. d. Straightaway (Speed, etc.) e. Ability to handle nose wheel control. f. Turns. 8. Use of brakes. h. Radio nomenclature. 1. Parking of plane for motor run-up. Grade  Remarks:  I. Motor Run-up.	Sat. Grant Sat. Ur	Unsat

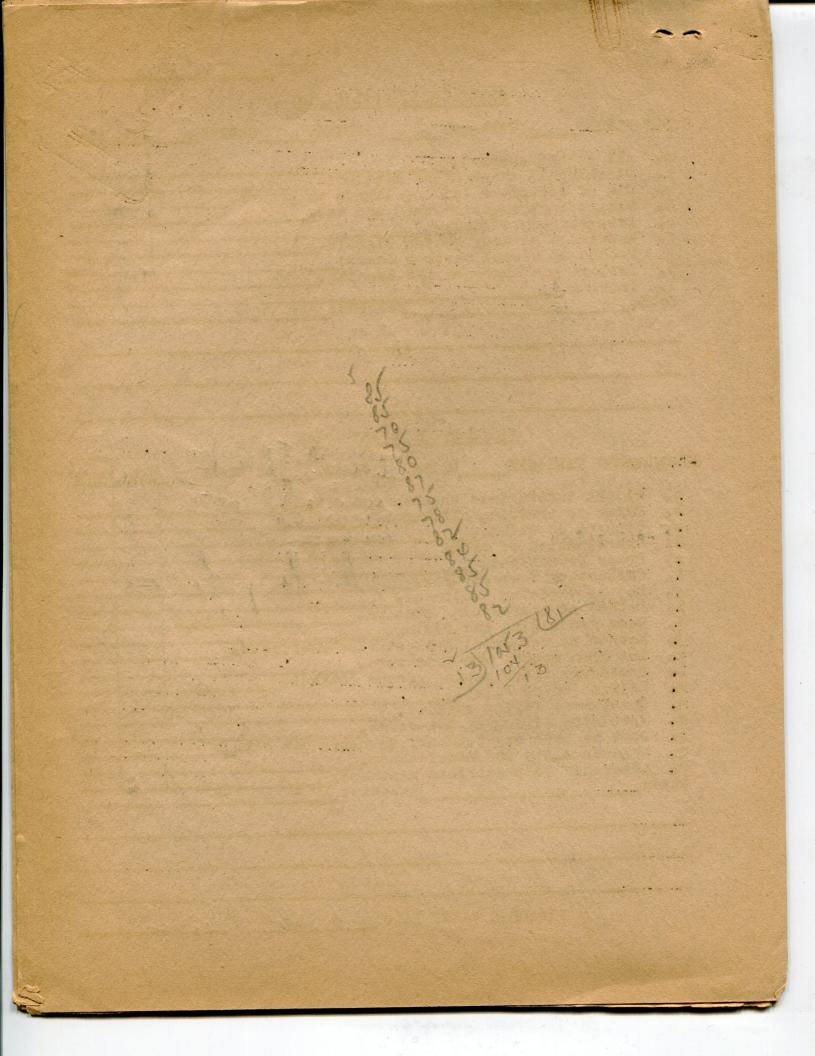
	Take-Off and Climb	Sat.	. Uns
a.	Check list.		
ъ.	Necessary: instruments con	19	<u> </u>
c.	Gyros, altimeters horizons sof	14	
d,	De-icing equipment on (or off).	19	
e.	Advancing throttles on take-off		-
f.	Cockpit procedure and crew coordination	E	-
g.	Smocunness of take off and alimh	19	
110	TUNGIS USED DO DECEMBE	G	-
Le	ENG OF CTIMD.	19	
		- 9	-
Gra	de 25 Remarks:	- 197	
	Dod		
. · · ·	ruise /////	Sat.	Uns
			The second second
a.	Check list.	10	
b.	Check list. Power settings.	9	
b. c.	Power settings. Use of forms.	9	
b. c. d.	Power settings. Use of forms. Navigation.	g g	
b. c. d.	Power settings. Use of forms. Navigation. Radio.	9	
b. c. d.	Power settings. Use of forms. Navigation. Radio. Check with Navigator frequently upon position	10000 B	
b. c. d. e. f.	Power settings. Use of forms. Navigation. Radio. Check with Navigator frequently upon position, progress, and Howgozit Chert	Sale Contraction of the Contract	
b. c. d. e. f.	Power settings. Use of forms. Navigation. Radio, Check with Navigator frequently upon position, progress, and Howgozit Chart. Check with Engineer for fuel & oil consumption		
b. c. d. e. f.	Power settings. Use of forms. Navigation. Radio. Check with Navigator frequently upon position, progress, and Howgozit Chart. Check with Engineer for fuel & oil consumption. Check with Radio Operator for position	SAGGE WG	
b. c. d. e. f.	Power settings. Use of forms. Navigation. Radio. Check with Navigator frequently upon position, progress, and Howgozit Chart. Check with Engineer for fuel & oil consumption. Check with Radio Operator for position, Weather reports etc.	SAGGE GG G	
b. c. d. e. f. g. h.	Power settings. Use of forms. Navigation. Radio. Check with Navigator frequently upon position, progress, and Howgozit Chart. Check with Engineer for fuel & oil consumption. Check with Radio Operator for position, Weather reports etc. Use of auto pilot.	Salara are or	
b. c. d. e. f. f. j.	Power settings. Use of forms. Navigation. Radio. Check with Navigator frequently upon position, progress, and Howgozit Chart. Check with Engineer for fuel & oil consumption. Check with Radio Operator for position, Weather reports etc. Use of auto pilot. Comfort of passengers. (Smooth flight etc.)	TO SULL SULL	
b. c. d. e. f. g. h. i. j. k.	Power settings.  Use of forms.  Navigation.  Radio.  Check with Navigator frequently upon position, progress, and Howgozit Chart.  Check with Engineer for fuel & oil consumption.  Check with Radio Operator for position,  Weather reports etc.  Use of auto pilot.  Comfort of passengers. (Smooth flight, etc.)  Use of oxygen if necessary.	AND ON DINDA	
b. c. d. e. f. g. h. i. j. k.	Power settings.  Use of forms.  Navigation.  Radio.  Check with Navigator frequently upon position, progress, and Howgozit Chart.  Check with Engineer for fuel & oil consumption.  Check with Radio Operator for position,  Weather reports etc.  Use of auto pilot.  Comfort of passengers. (Smooth flight, etc.)  Use of oxygen if necessary.  Attention to weather and decisions made when	THE OWN BROWN	
b. c. d. f. g. h. i. j. k. l.	Power settings.  Use of forms.  Navigation.  Radio.  Check with Navigator frequently upon position, progress, and Howgozit Chart.  Check with Engineer for fuel & oil consumption.  Check with Radio Operator for position,  Weather reports etc.  Use of auto pilot.  Comfort of passengers. (Smooth flight, etc.)  Use of oxygen if necessary.  Attention to weather and decisions made when encountered.	STANDER OF STANDER	
b. c. d. e. f. g. h. i. j. k. l. m.	Power settings.  Use of forms.  Navigation.  Radio.  Check with Navigator frequently upon position, progress, and Howgozit Chart.  Check with Engineer for fuel & oil consumption.  Check with Radio Operator for position,  Weather reports etc.  Use of auto pilot.  Comfort of passengers. (Smooth flight, etc.)  Use of oxygen if necessary.  Attention to weather and decisions made when encountered.  Use of de-icing equipment.	THE PER PURPLE	
b.c.d.e.f.g.h.i.	Power settings. Use of forms. Navigation. Radio. Check with Navigator frequently upon position, progress, and Howgozit Chart. Check with Engineer for fuel & oil consumption. Check with Radio Operator for position, Weather reports etc. Use of auto pilot. Comfort of passengers. (Smooth flight, etc.) Use of oxygen if necessary. Attention to weather and decisions made when encountered. Use of de-icing equipment. Use of heaters and ventilation	TO SE SULL SE SE	
b.cd.ef.g.h.i.j.k.n.o.	Power settings. Use of forms. Navigation. Radio. Check with Navigator frequently upon position, progress, and Howgozit Chart. Check with Engineer for fuel & oil consumption. Check with Radio Operator for position, Weather reports etc. Use of auto pilot. Comfort of passengers. (Smooth flight, etc.) Use of oxygen if necessary. Attention to weather and decisions made when encountered. Use of de-icing equipment. Use of heaters and ventilation. Use of trim tabs.	DE DE DES DE DES DE DE	
b.cd. g.h. i.j.k.n.o.p.	Power settings.  Use of forms.  Navigation.  Radio.  Check with Navigator frequently upon position, progress, and Howgozit Chart.  Check with Engineer for fuel & oil consumption.  Check with Radio Operator for position,  Weather reports etc.  Use of auto pilot.  Comfort of passengers. (Smooth flight, etc.)  Use of oxygen if necessary.  Attention to weather and decisions made when encountered.  Use of de-icing equipment.  Use of heaters and ventilation.  Use of trim tabs.  Cooperation and attitude of crew	THE STANDER	
b.cd.g.n.i.j.k.n.o.p.q.	Power settings. Use of forms. Navigation. Radio. Check with Navigator frequently upon position, progress, and Howgozit Chart. Check with Engineer for fuel & oil consumption. Check with Radio Operator for position, Weather reports etc. Use of auto pilot. Comfort of passengers. (Smooth flight, etc.) Use of oxygen if necessary. Attention to weather and decisions made when encountered. Use of de-icing equipment. Use of heaters and ventilation. Use of trim tabs. Cooperation and attitude of crew. Engineers attention to duties	Series of Carlo of Carlos	
b.cd.f.g.m.m.	Power settings.  Use of forms.  Navigation.  Radio.  Check with Navigator frequently upon position, progress, and Howgozit Chart.  Check with Engineer for fuel & oil consumption.  Check with Radio Operator for position,  Weather reports etc.  Use of auto pilot.  Comfort of passengers. (Smooth flight, etc.)  Use of oxygen if necessary.  Attention to weather and decisions made when encountered.  Use of de-icing equipment.  Use of heaters and ventilation.  Use of trim tabs.  Cooperation and attitude of crew.  Engineers attention to duties.  Radio Operators attention to outles.	A CONTRACTOR OF THE PROPERTY O	
b.cd. g.h. i.j. m.n.o.p.q.r.s.	Power settings.  Use of forms.  Navigation.  Radio.  Check with Navigator frequently upon position, progress, and Howgozit Chart.  Check with Engineer for fuel & oil consumption.  Check with Radio Operator for position,  Weather reports etc.  Use of auto pilot.  Comfort of passengers. (Smooth flight, etc.)  Use of oxygen if necessary.  Attention to weather and decisions made when encountered.  Use of de-icing equipment.  Use of heaters and ventilation.  Use of trim tabs.  Cooperation and attitude of crew.  Engineers attention to duties.  Radio Operators attention to duties.  Does crew know emergency & ditching approximate	THE WAS SEEN OF STREET	
b. d. g. i. j. m. n. o. p. r. s.	Power settings.  Use of forms.  Navigation.  Radio.  Check with Navigator frequently upon position, progress, and Howgozit Chart.  Check with Engineer for fuel & oil consumption.  Check with Radio Operator for position, Weather reports etc.  Use of auto pilot.  Comfort of passengers. (Smooth flight, etc.)  Use of oxygen if necessary.  Attention to weather and decisions made when encountered.  Use of de-icing equipment.  Use of heaters and ventilation.  Use of trim tabs.  Cooperation and attitude of crew.  Engineers attention to duties.  Radio Operators attention to duties.  Does crew know emergency & ditching procedures.  Instrument flying (Or night) routire training.	PAGENTE OF THE PROPERTY	
b.cd. g.h. i.j. m.n.o.p.q.r.s.	Power settings.  Use of forms.  Navigation.  Radio.  Check with Navigetor frequently upon position, progress, and Howgozit Chert.  Check with Engineer for fuel & oil consumption.  Check with Radio Operator for position,  Weather reports etc.  Use of auto pilot.  Comfort of passengers. (Smooth flight, etc.)  Use of oxygen if necessary.  Attention to weather and decisions made when encountered.  Use of de-icing equipment.  Use of heaters and ventilation.  Use of trim tabs.  Cooperation and attitude of crew.  Engineers attention to duties.  Radio Operators attention to duties.  Does crew know emergency & ditching procedures.  Instrument flying (Or night) routine training program feellowed.	TOPPORT OF THE PROPERTY OF THE	

• Descent	Sat.	Uns
a. Does pilot know condition of weather at destin	A STATE OF THE PARTY OF THE PAR	
- Octobrot of Wall wate of dedout	301011	+
OF TOOR OTTO KUUM H. II. IV. V.	18	
approach altitude at proper time & altitude?  e. If in States (Airway clearance)	- G	
1. Necessary equipment on (or off)		+
Grade Remarks:	LG.	
9 1		
Hood		
Annagah and I - 2.		
· Approach and Landing	Sat.	Uns
a. Check list.		
b. Cockpit procedure.		
c. Smoothness.	\Q	
d. Radio nomenclature. e. Distribution of load.	9	
	7	-
f. Pattern.	- 2	
g. Cooperation of crew		
i. Taxiing and parking of aircraft.	16	10.4
Grade Remarks:	16	
I. After Landing		
	Sat.	unsa
Check list.  Aircraft secured proports	16	
TT TO DOUGLOU OI DIDELLA	16	
Form 1 and 1A entries. Condition aircraft left in .	C	
Personal appearance of crew.	6-	
Instructions to passengers.		F
Instructions to ground crew.	6	
rade Remarks:	<u> </u>	
Homal As		

-(Route Check on C-54 Crews--Cont'd)

XIII. General	Sat: Unsat
a. Crew neatness and appearance b. Pilots attitude toward resp c. Attitude toward check list. d. Attitude of crew toward resp e. Does pilot perform duties a confidence. f. Diplomacy and courtesy of cand base personnel. g. Does Base Operations have k whereabouts while on ground Grades 03 Remarks:	ponsibilities.  ponsibilities.  nd issue orders with  rew toward passengers  nowledge of crew's ?
	ey THOROUGH
Navigator Engineer Radio Operator FLIGHT CLERIC NAME  NEL SOL VAN	RDNER, J.H. ISTLY  DESEN, P.A. ISTLY  SON, E.B. SGIT  AND C.A. SGIT  HOOZER, T.H. PEC  Mc lary Cuty  Todic Check Filot

CHECK THOSE APPLICABLE  NIGHT FLYING TAKE-OFF LANDING CRUISE Sat.  a. All lights checked and available.  c. Use of cockpit & landing lights on ground.  d. Flight instrument checked and set.  e. Take-off and climb.  f. Knowledge of Army Beacon Sighals.  g. Method of visual weather check.  h. Fattern and approach for landing.  i. Landing.  Grade Remarks:   CHECK THOSE APPLICABLE  IN-STRUMENT TAKE-OFF CLIMB CRUISE APPROACH Sat.  a. Flight instruments checked and set.  b. Climb to cruising altitude.  c. Courses on climb.  d. Coordination of crew.  e. Power reductions. f. Carburetor temperatures. g. Use of de-icing equipment. h. Method of approaching station. i. Beam Bracketing and riding. j. Method of determining exact time overfield. k. Let down method and procedure. l. Procedure after making ground contact. m. Relaxation of Filot. n. Instrument flying ability. o. Precision flying on let-downs. p. Does he have any tendency to bluff his way. q. Dependability and consistency. r. Adherence to prescribed minimums. Grade Remarks:		144	10/13	DATE			1
A. All lights checked.  a. All lights checked and available.  c. Use of cockpit & landing lights on ground.  d. Flight instrument checked and set.  e. Take-off and climb.  f. Knowledge of Army Beacon Signals.  g. Method of visual weather check.  h. Pattern and approach for landing.  i. Landing.  Grade   CHECK THOSE APPLICABLE  IN-STRUMENT TAKE-OFF CLIMB CRUISE APPROACH Sat.  c. Courses on climb.  d. Coordination of crew.  e. Power reductions.  f. Carburetor temperatures.  g. Use of de-icing equipment.  h. Method of approaching station.  i. Beam Bracketing and riding.  j. Method of determining exact time overfield.  k. Let down method and procedure.  l. Procedure after making ground contact.  m. Relaxation of Filot.  n. Instrument flying ability.  c. Precision flying on let-downs.  p. Does he have any tendency to bluff his way.  Q. Dependability and consistency.  Adherence to prescribed minimums.	1		1 1	APPLICABLE	CHECK THOSE		
a. All lights checked. b. Flashlights checked and available. c. Use of cockpit & landing lights on ground. d. Flight instrument checked and set. e. Take-off and climb. f. Knowledge of Army Beacon Signals. g. Method of visual weather check. h. Pattern and approach for landing. i. Landing. Grade Remarks:  CHECK THOSE APPLICABLE  IN-STRUMENT TAKE-OFF CLIMB CRUISE APPROACH Sat. e. Flight instruments checked and set. b. Climb to cruising altitude. c. Courses on climb. d. Coordination of crew. e. Power reductions. f. Carburetor temperatures. g. Use of de-icing equipment. h. Method of approaching station. i. Beam Bracketing and riding. j. Method of determining exact time overfield. k. Let down method end procedure. l. Procedure after making ground contact. m. Relaxation of Filot. n. Instrument flying ability. o. Precision flying on let-downs. p. Does he have any tendency to bluff his way. q. Dependability and consistency. r. Adherence to prescribed minimums.	Unsa	Sat.	CRUISE			FLYING 6	NIGHT
C. Use of cockpit & landing lights on ground.  d. Flight instrument checked and set. e. Take-off and climb. f. Knowledge of Army Beacon Signals. g. Method of visual weather check. h. Pattern and approach for landing. i. Landing. Grade Remarks:  CHECK THOSE APPLICABLE  IN-STRUMENT TAKE-OFF CLIMB CRUISE APPROACH Sat.  a. Flight instruments checked and set. b. Climb to cruising altitude. c. Courses on climb. d. Coordination of crew. e. Power reductions. f. Carburetor temperatures. g. Use of de-icing equipment. h. Method of approaching station. i. Beam Bracketing and riding. j. Method of determining exact time overfield. k. Let down method and procedure. procedure after making ground contact. m. Relaxation of Filot. n. Instrument flying ability. o. Frecision flying on let-downs. p. Does he have any tendency to bluff his way. q. Dependability and consistency. r. Adherence to prescribed minimums.					checked.	All lights	a.
CHECK THOSE APPLICABLE  IN-STRUMENT TAKE-OFF CLIMB CRUISE APPROACH Sat.  Climb to cruising altitude.  Coordination of crew.  Power reductions.  Carburetor temperatures.  Use of de-icing equipment.  Method of approaching station.  Beam Bracketing and riding.  J. Method of determining exact time overfield.  k. Let down method and procedure.  Procedure after making ground contact.  M. Relaxation of living on let-downs.  Does he have any tendency to bluff his way.  Q. Dependability and consistency.  Adherence to prescribed minimums.	+	19		vailable.	checked and a	Flashlights	
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G. Knowledge of Army Beacon Signals.  g. Method of visual weather check. h. Pattern and approach for landing. i. Landing. Grade Remarks:  CHECK THOSE APPLICABLE  IN-STRUMENT TAKE-OFF CLIMB CRUISE APPROACH Sat.  a. Flight instruments checked and set. b. Climb to cruising altitude. c. Courses on climb. d. Coordination of crew. e. Power reductions. f. Carburetor temperatures. g. Use of de-icing equipment. h. Method of approaching station. i. Beam Bracketing and riding. j. Method of determining exact time overfield. k. Let down method and procedure. Procedure after making ground contact. m. Relaxation of Filot. n. Instrument flying ability. o. Precision flying on let-downs. p. Does he have any tendency to bluff his way. q. Dependability and consistency. Adherence to prescribed minimums.				and set.	d climb.	Take-off and	e.
CHECK THOSE APPLICABLE  CHECK THOSE APPLICABLE  IN-STRUMENT TAKE-OFF CLIMB CRUISE APPROACH Sat.  a. Flight instruments checked and set. b. Climb to cruising altitude. c. Courses on climb. d. Coordination of crew. e. Power reductions. f. Carburetor temperatures. g. Use of de-icing equipment. h. Method of approaching station. i. Beam Bracketing and riding. J. Method of determining exact time overfield. k. Let down method and procedure. l. Procedure after making ground contact. m. Relaxation of Pilot. n. Instrument flying ability. o. Precision flying on let-downs. p. Does he have any tendency to bluff his way. q. Dependability and consistency. Adherence to prescribed minimums.	<b></b>			Signals.	Ammer Dagas	Knowledge of	f.
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			ield.	ion.  t time overfure. und contact. wns. to bluff his	uments checked ising altitude limb.  of crew. ions. emperatures. ing equipment proaching stating and riding termining exact the making growth of Pilot. lying ability. Iying ability. Iying and consisted prescribed mi	Elight instr Climb to cru Courses on c Coordination Power reduct Carburetor to Use of de-ic Method of ap Beam Bracket Method of de Let down methor Procedure after Relaxation of Instrument for Precision flag Does he have Dependability Adherence to	a. b. c. d. e. f. g. h. i. j. k. j. j. j. k. j.
PERIODIC CHECK PILOT (Mr. C.				Ch. A			



1

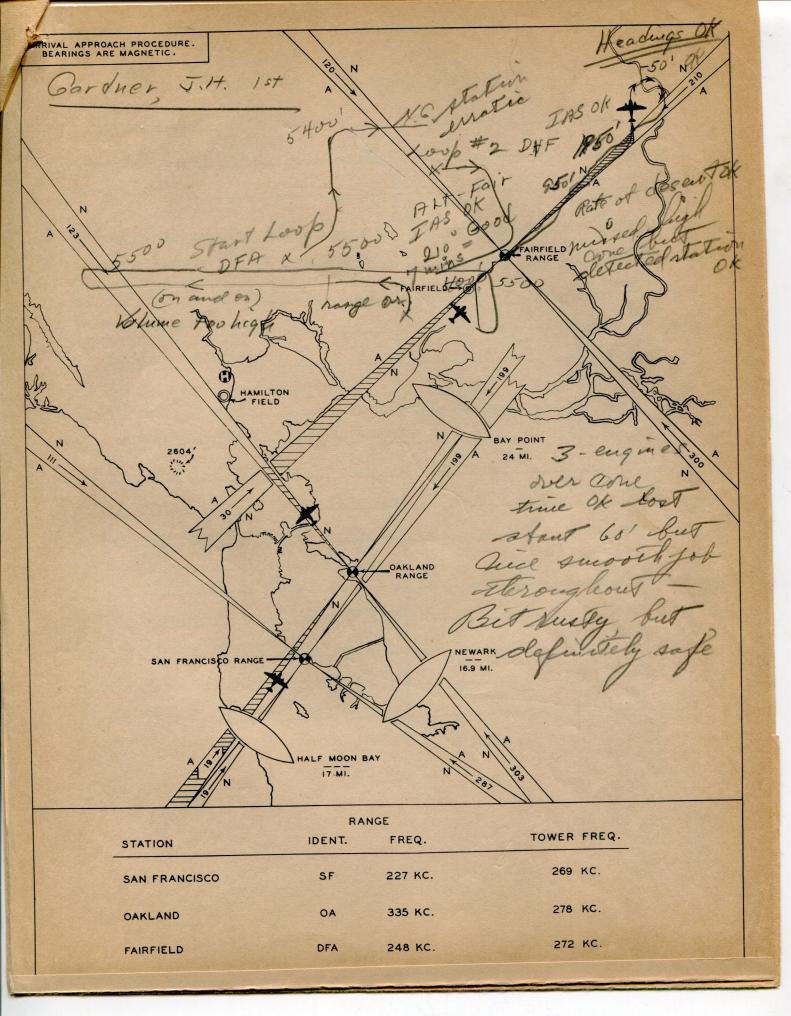
DETACHMENT 556TH AAF BU (16TH TRANSPORT SQUAD.) FERRYING DIVISION, ATC. Hamilton Field, Calif.

90 DAY Wheek,

## PRECISION LOW APPROACH CHECK

	1 Garwher, Vack	64.	DATE	170	7-77		
RANG	- William Julies	SF	TIME	2:	30		
TYPE	AIRCRAFT ( 54	124	GRADE		79		
WEATHUR: P/ OAV4							
		Value	Tolerance Allowed	ALT ITUD Prescribed		Grade	
1.	Initial approach altitude	2	100	4000	ot	2	
2.	Beam bracketing and holding Initial approach heading	2	3 brkts 100		OK	2	
	The second secon				missed cone		
3.	Detected station, initial	<u> </u>			but detected	12	
4	Rate of descent	2	2001/Min		OK	2	
5.	Altitude prior to turn	2	501		-30	1	
6.	Airspeed	2	5 MPH		OF	-2	
=	All spood		<del>                                     </del>	<del></del>	<del> </del>	2	
7.	Procedure turn, headings	2	5°		1 ot		
8.	Altitude, procedure turn	2	501	2000	6H	2	
9.	Airspeed during turn	2	5 MPH		0×	2	
10	Rate of descent	2	200 /Min		DK.	2	
					fair	2	
11.	Altitude, return to station  Bracketing and riding beam	5*	3 brkts		1/2		
12.	Return to station heading	5	50		fair	2	
13.	Airspeed	2	5 MPH		OX	2	
	Detected station, final	8*			DR.	8	
			<b>†</b>		Paul	4	
15.	Altitude over station	8*	01	<del> </del>	1 face		en
16.	Rate of descent	4	100 /min	1	OK +100	3	X
17.	Airspeed	4*	5 MPH		-10	2	
18.	Heading, station to field	8*	50		ox	8	
19.	Timing, station to field	8*	5 sec.		OK	8	
					1 - 100		
20.	Altitude over field	10*	1 01		pour	5	
21.	Pull out	4	7		1 ox	4	-
22.	Signal volume and reaction	4			l ok	14	
					OF	8	
==	Knowledge of procedure	8	1		<del></del>	100	<u>.</u>
REM	ARKS: use of V list	aund	- alues	ally ol	ry smoot	H	"

Beam bracketing and holding		5 brkts		2 1	2			
2. Initial approach heading	5	100	<u> </u>	wissed cone				
3. Detected station, initial	_ <u></u>			but detected	2			
4. Rate of descent	2	200'/Min		OK	2			
5. Altitude prior to turn	2	501		-50	1			
6. Airspeed	2	5 MPH		OF	'2			
7. Procedure turn, headings	2	<u>5°</u>		ot	2			
8. Altitude, procedure turn	2	501	2000	6/Y	2			
9. Airspeed during turn	2	5 MPH		1 OX	2			
10. Rate of descent	. 2	200 /Min		DK.	2			
11. Altitude, return to station	5*	0.		fair	2			
Bracketing and riding beam 12. Return to station heading	5	3 brkts		fair	2			
13. Airspeed	2	5 MPH		OX	2			
14. Detected station, final	8*			DK.	8			
15. Altitude over station	8*	01	<u> </u>	four	14	3		
16. Rate of descent	4	100 ·/min		OK +100	3	The state		
17. Airspeed	4*	5 MPH		-10	2			
18. Heading, station to field	8*	5°		o.k	8			
19. Timing, station to field	8*	5 sec.		OK 100	18			
20. Altitude over field	10*	01		Boor 100	5			
21. Pull out	4			OK	4			
22. Signal volume and reaction	1 4			OK.	4			
23. Knowledge of procedure	8			OK	18			
REMARKS: use of V list	good	- gener	ally or	ery suvoi	Ch 4	nel		
thorough weak on using needed pouter on 3-engines thirty								
letting his alt get lout	f over	filled	otheren	usse 01	P. (1)			
· · ·		, 	Capt.	Havid (	40	22		
FORM# 38								



FINAL REPORTS - PILOTS

ThorGardner Jock H.	RANK IST AT	ASN 0-520497
wx D/ OA	V4	
*Ground School	DATE: Instructor's Grade	DATE: 12-31-44 Check Pilot's Grade
1. Visual Inspection and cockpit check.	(	13
2. Starting, Taxii, and Run-up.	•	B
3. Take-off and climb.		B+
4. Approach and landings.		13+
5. One or more engines inoperative. Approach and land.		C
6. Complete Instrument Check (AAF 50-3) a. Instrument Take-off.		B
b. Approach on predetermined headin	•	
c. Loop orientation and let down.		B
d. Range orientation and let down (Precision check).		B+
e. Instruments w/one engine inopera	ive.	BB
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Weight and Balance and Power Charts.		B
10. Radio Navig., Radio Fixes, D.R. Navi	<b>.</b>	B
FINAL GRADE		0
REMARKS:		
Swooth flying - ins	Trument w	ork above
average allto fretta	Rusty P	flow on gette
gear lup and allded po	wer on 3 =e	ugun frocede
patterns & approaches good	works ind	Calle
unruffled manner (1)	Economend so	me link prace
RECOMMENDATIONS: Should Leave his	tute" at lovie w	hen stying aircraft
Latisfactory 90	pay 1	
INSTRUCTOR	CHECK PILOT CARO	D.C. Joss
GRADES:		

A - Above average

C - Below Average
D - Unsatisfactory

R - Average

· 90 Day V

	a. Instrument Take-off.	B
	b. Approach on predetermined heading.	
	c. Loop orientation and let down.	B
	d. Range orientation and let down (Precision check).	B+_
	e. Instruments w/one engine inoperative.	B &
	7. General knowledge of equipment.	B
	8. Emergency procedures and equipment.	B
	9. Weight and Balance and Power Charts.	B
	10. Radio Navig., Radio Fixes, D.R. Navig.	B
	FINAL GRADE	0
	REMARKS:	
	Smooth flying - instrument w	ork above
	average alltho fretty Pusty P	Alber on getting
		engine frocedure
	patterns & approacher good works in a	Caldu
co's		me link practice
This !!	RECOMMENDATIONS: Should Leave his Flute at home w	/
Je51 -	Patinta-Tory 90 Day	
	INSTRUCTOR CHECK PILOT CARO	D. O. Joss
	GRADES:	
	A - Above average C - Below Average	
	B - Average D - Unsatisfactory  FORM # 37	
	A.D.F. Ox	

1504TH AAF BASE UNIT
WEST COAST WING, PACIFIC DIVISION, ATC
FAIRFIELD-SUISUN AAB, CALIFORNIA

PRECISION LOW APPROACH CHECK

PILOT GARDNER JACK

RANGE
TYPE AIRCRAFT

DATE 4/8/45

TIME 2+30

GRADE 11

WEA	THER: CAVO 2	MOOTH				
		Value	Tolerance Allowed	ALTITU Prescribed		Grade
1.	Initial approach altitude	2	100	5000	OK	r
2.	Beam bracketing and holding Initial approach heading	-1 2	3 Brkts _ 100	Too rearry		1
3.	Detected station, initial	4	L.	:35 501		4
4.	Rate of descent	2	200'/Min	500	600	v
5.	Altitude prior to turn	2	50 <b>'</b>	3000	3050	2
6.	Airspeed	2	5 MPH	140	150	0
7.	Procedure turn headings	2	50	164345	010	2
8.	Altitude procedure turn	-12	501	3000	2900	1
9.	Airspeed during turn	0	5 MPH	140	130	0
10.	Rate of descent	-12	200'/Min	500	500	1
11.	Altitude, return to station	5	01			5
12.	Bracketing and riding beam Return to station heading	(5)	3 Brkts 5946	INOP \$ 1	17,10.	0
13.	Airspeed	@	5 MPH	40	150	0
14.	Detected station, final	-0-8		300	v.	4
15.	Altitude over station	-28	01	1000	980	6
16.	Rate of descent	4	100'/Min	500	OR	4
17:	Airspeed	24	5 MPH	140	4.6H	2
18:	Heading, station to field	ris	· 50	2100	218	6
19:	Timing, station to field	18	5 sec.	2 0	FAIR	6
20.	Altitude over field	10	01.	500	010	10
21.	Pull out	4				4
22.	Signal volume and reaction	4				d
23.	Knowledge of procedure	-48	8.161	VALSA		4

MEMARKS: NO FLADS OR GEAR UNTIL PROCEDURE TURN, OURITSHOT LEG BADLY ON PRO TURN SEE

PLATE.

6. Airspeed	(2)	5 MPH	140	150	0		
7. Procedure turn headings	2	5°	16\$345	OIC	2		
8. Altitude procedure turn	-1 2	501	3000	2900	1		
9. Airspeed during turn	0	5 MPH	140	140	0		
10. Rate of descent	-12	200'/Min	500	500	1		
ll. Altitude, return to station Bracketing and riding beam	5 -	0' 3 Brkts	WENT THI	200614	5		
12. Return to station heading	<u>©</u>	5°2. EG	INOP 6 1	MIN.	0		
13. Airspeed	<b>②</b>	5 MPH	40	150	0		
14. Detected station, final	-0-8		500	ad	4		
15. Altitude over station	-28	01	1000	980	6		
16. Rate of descent	4	100'/Min	500	DR	4		
17. Airspeed	-74	5 MPH	140°	7.61	1		
18. Heading, station to field  19. Timing, station to field	18	5° 5° 5° 5° 5° 5° 5° 5° 5° 5° 5° 5° 5° 5	2 1	Cn 172-	6		
20. Altitude over field	10	0''	500	010	1 10		
21. Pull out	4				9		
22. Signal volume and reaction	4				d		
23. Knowledge of procedure	-48	8.161	VALST		4		
REMARKS: NO FLADS OR GEAR UNKIL PROCEDURE TURN							
OUER SHOT LEG BADLY ON PRO TURN SEE							
PLOTE.							
20-13 Labol C. Heary							
FORM #38	•	OHEON .	Chaplan				

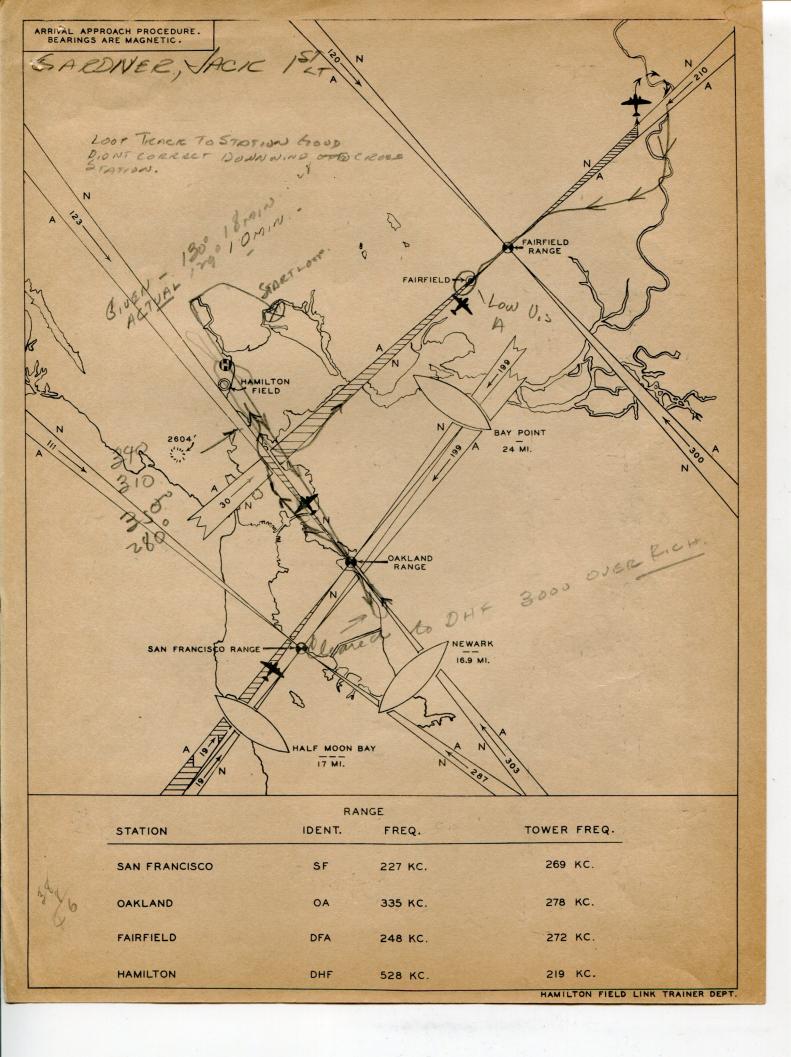
2/1/45 ADF P	RECISION	I LET DOWN		
PILOT GAROWER .	D	DATE	1-8-4	5
RANGE OR BEACON DHF  TYPE ATRORAFT C-540		PADE	66	
WEATHER CAVU Smoo			(HT)	Alexander (Company)
And the second s	Value	Tolerance	Altitudes	Chada

WEATHER CAVU STROOTH (NOCHT)						
	Value	Tolerance Allowed	Altitude Prescribed		Grade	
il. Initial Approach Altitude	-0	100'	3000	2900	0	
2. Initial Approach Heading	-(2)	:		e	0	
3. Detected Station, Initial	2	10	•••••		2	
4. Outbound Heading	3		315°		3	
5. Altitude Prior to Turn	-13	501	3000 .	3200	0	
6. Airspeed	-3	5 MPH	140	147	0	
7. Time to Turn	4	,		OK	4	
8. Procedure Turn Headings	3	50	0° 180°	o°	3	
9. Altitude, Procedure Turn	3	501	300	3100	0	
10. Airspeed During Turn	3	5 WPH	120	155	0	
11. Pata of Paraget	3	200'/Min	500	500	3	
11. Rate of Descent	3	50'	2500	3000	0	
12. Altitude, Return to Station	5	150.	OK	* * * * * * * * * * * * * * * * * * * *	5	
13. Heading, Return to Station	3	# ACDII	140	155	0	
14. Airspeed		5 MPH			2	
15. Detected Station, Intermediate	(5)	501	2500	3000	0	
16. Altitude Over Station	21	50!	200	1	4	
17. Rate of Descent	<u> </u>	hoo! Lifin_	500	V 6000		
18. Airspeed	4'	5 WPH	140	145	4	
19. Out Bound Heading	4	1	120	HAIR	7	
20. Time to Turn	25	The second second	77	7112	3	
21. Inbound Heading	5		2850	0/0	5	
22. Detected Station, Final	<u> </u>		-	OIC	5	
23. Altitude Over Station	5	0'	500	500	5	
24. Turn to Field	5			OK	5	
25. Pull Out	2				2	
26. Signal (Needle Reaction)	3				3	
27. Knowledge of Procedure	23			.=	1	
a Dagage Hear B No.	LAPS	0268	AR Wals	00	DER FLD.	

4. Outbound Heading	3	3 - 3	5/5		Annual control of the
5. Altitude Prior to Turn	-13	501	3000.	3200	0
.6. Airspeed	-3	5 MPH	140	147	0
7. Time to Turn	4	,		OK	4
8. Procedure Turn Headings	3	50	0° 186°	o°	3
· · · · · · · · · · · · · · · · · · ·	3	501	300	3100	0
9. Altitude, Procedure Turn	3		120	195	0-
10. Airspeed During Turn	3/	5 WPH			3
11. Rate of Descent	3 -	200'/Min_	500	500	3
12. Altitude, Return to Station	3	50!	2500	3000	0
13. Heading, Return to Station	5		OK	140	5
14. Airspeed	3	5 MPH	140	155	0
15. Detected Station, Intermediate	-13				2
16. Altitude Over Station	(5)	50!	2500	3000	0
10. Altitude Over Station			500	16000	4
17. Rate of Descent	4.	100! Ziin-			4
18. Airspeed	4	5 WPH -	190	145	
19. Out Bound Heading	4		120	94118	
20. Time to Turn	25		7	AIR	3
21. Inbound Heading	5		2850	010	5
22. Detected Station, Final	<u> </u>			OIC	5
23. Altitude Over Station	5	0!	500	500	5
24. Turn to Field	5			OK	5
24. 1411 00 11014					2
25. Pull Out	2_				3
26. Signal (Needle Reaction)	3	-			1
27. Knowledge of Procedure	123 Ting:	5 626	EDP	1000	DOER FLD.
MINIAL APPROACH USEY POOR NO	TLAPS	CHILL	WAT SE	TISEMS	ETDRY UND

INSTITUTE LOW CONE. TECHNIQUE NOT SATISFACTORY UNDER FLO.
NO CKLIST UNTIL LOW CONE. TECHNIQUE NOT SATISFACTORY UNDER
ASSIMI. INST CONDITIONS.

CHECK PILOT CHECK PILOT



B - Average

## 150ATA AAF BASE UNIT ABST COAST WING, PACIFIC DIVISION, AND FAISFILLD-SUISIN AB, CALLFORNIA

	PINAL PEPO AT	S - : ILOTS	DATE
PHCT.	GARONER VACIC	1314 / 25 CF	ASN
		Instructor's Crade	Oheck dilot's Gredo
1. 7	isu 1 Inspection and cockpit check.		8
2.	terting, fixid, and mun-up.		3+
3. I	ake-off and climb.		e
0	pproach and landings. ne or more engines inoperative. pproach and land.		<u>e</u> +
6c	omplete Instrument Check (AF 50-3)		
- a	. General Airwork		8
<u>b</u>	. Instrument Take-off or Take-off		B-
c	. ADF Let Down		D :
	. Loop orientation		<u>C</u>
	Range orientation and let down (Precision check).		7)
	. Instruments w/one engine inoperat	ive.	B
7. G	eneral knowledge of equipment.		B
8. E	mergency procedures and equipment,		B
9. U	se of Check-List		8+
10. F	adio Navig., Radio Fixes.		8+
	FINAL GRADE		D
REM . RK	SITUST La. SLOW BETTING 5	ENG SPEED, H	DULED SHIP OFF
The second	NOT PLAN AHEAD &		
-	) is AMROACH FOOR		The same of the sa
CONTRACTOR STATE OF THE PARTY O	GREY MATTER ON		
RECOMM	ENDATIONS: RECHECIC	45 Span	AS FBSSIBLE
		The state of the s	011110
INSTRU	CTOR	CHECK PILOT	The same
GRADES	: A - Above average	Avanage	rape or c.

D - Unsatisfactory

To The Taylor of the State of t	b l
2. Starting, Taxid, and mun-up.	137
3. Take-off and climb.	C
4. Approach and landings.	c+
One or more engines inoperative.	
5. Approach and land.	
6. Complete Instrument Check (AF 50-3)	
a. General Airwork	18
Ceiling	B-
b. Instrument Take-off or Take-off	2
c. ADF Let Down	
d. Loop orientation	
Range orientation and let down	
e. (Precision check).	
f. Instruments w/one engine inoperative.	5
7. General knowledge of equipment.	B
7. General knowledge of equipment.	B
8. Emergency procedures and equipment.	10
9. Use of Check-List	8+
10. Radio Navig., Radio Fixes.	8+
	1
REMIRKS: TWST To Scow SETTING SENG SE	EED. PULLED SHIP OFF
TO SOON - APPROACHES (DANDING) DYDN'T C	
DIO NOT PLAN AHEAD ON EM	
LOW US APPROACH FOOR NUS	T WASN'T USING
OHO GREY MATTER ON THIS	and the state of t
and 1	Carlotte for the Control of
OMPRETE RECHECIC AS ?	SOON AS FOSSIBLE
DMMETE KECHECIC 43	300N 75 75310 L.
	1.011110
INSTRUCTOR CHECK PILO	i pupp a newy
GRADES:	Carl a C.
A - Above average C - Below Average	
B - Average D - Unsatisfactory	
FORM #37 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
+ , , , , ,	\n/
Recheck 1	
	The second of th

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## 1504TH AAF BASE UNIT WEST COAST WING, PACIFIC DIVISION, ATC FAIRFIELD-SUISUN AAB, CALIFORNIA

Tolake 1+50

PRECISION LOW APPROACH CHECK

PILOT GARANCE TACK H DATE 17 April 1941)
RANGE TALEFIELD TIME 0+38
TYPE AIRCRAFT C-5 4 148 GRADE 84

WEATHER: CHVU	Smoot	1			
	Value	Tolerance Allowed	ALTITU Prescribed		Grade
1. Initial approach altitude	2	100	5000	5000	2.
Beam bracketing and holding Initial approach heading	2	3 Brkts 10 <sup>0</sup>	reny		2
3. Detected station, initial	4			ak	4
4. Rate of descent	2	200 '/Min	500h	500	2
5. Altitude prior to turn	-22	501	3000	3300	0
6. Airspeed	2	5 MPH	140	138	2
7. Procedure turn headings	2	50	345	345	2
8. Altitude procedure turn	2	.501	3000	3000	2
9. Airspeed during turn	2	5 MPH	140	140	2
10. Rate of descent	-22	200'/Min	500'	300	9
11. Altitude, return to station	5	01	4	ak	5
Bracketing and riding beam 12. Return to station heading	5	3 Brkts 50			5
13. Airspeed	- 32	5 MPH	140.	130	0
14. Detected station, final	8			ok	8
15. Altitude over station	8	0!	1000	1000	81
16. Rate of descent	4	100'/Min	500	* ***	4
17. Airspeed	4	5 MPH	140	140	4
18. Heading station to field	8	5°	210	210	8
19. Timing, station to field	8	5 sec.	2'	21	8
20. Altitude over field	-510	0,1	560		5
21. Pull out	4		ok.	-	4
22. Signal volume and reaction	4		900	4	4
23. Knowledge of procedure	8		Liell	int	0

REMARKS: gool gol

' Beam bracketing a			) Brkts	2010		9
2. Initial approach l	heading	2	100	good	-	
3. Detected station,	initial	4			ate	4
J. Detected Station,	11110101					
4. Rate of descent		2	200 1/Min	5000	500	al .
				3000	Dann.	0
5. Altitude prior to	turn	2	50'	3000	3300	1997
,		2	5 MPH	140	138	2
6. Airspeed			) N.111			
7. Procedure turn he	adings	2	50	345	345	2
· · · · · · · · · · · · · · · · · · ·	242102			2000	DAGO	
8. Altitude procedur	e turn	2	.501	3000	3000	200
			5 MPH	140	140	2
9. Airspeed during t	urn	2	2 19.1.11		204	
10. Rate of descent		-22	200'/Min	500'	100	0
10. Rate of descent		~	200		1	NO.00
11. Altitude, return	to station	5	01	4	and,	53
Bracketing and ri	ding beam		3 Brkts	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		-
12. Return to station	n heading	5	5°		130	-
					1 1	
13 Airspeed		- 3	5 MPH	140.	135	0
13. Airspeed		- 52	5 MPH	140.	735	0
13. Airspeed 14. Detected station,	, final	- <sup>2</sup>	5 MPH	140	135	8
14. Detected station,		8			135	8
			5 MPH 0!	1000	135 oh 1000	8
14. Detected station,	ation	8	0.1	1000	135	8
14. Detected station,	ation	8		1000	1000	8 4
14. Detected station, 15. Altitude over sta 16. Rate of descent	ation	8	0.1	1000	135	8 4
14. Detected station, 15. Altitude over sta 16. Rate of descent 17. Airspeed	ation	8 8 4 4	0! 100!/Min 5 MPH	1000	135 0h 1000	8 4 4
14. Detected station, 15. Altitude over sta 16. Rate of descent	ation	8 8 4	0' 100'/Min	1000	135 0h 1000 140 210	8 4 4 8
14. Detected station, 15. Altitude over sta 16. Rate of descent 17. Airspeed 18. Heading, station to	ation to field	8 8 4 4 8	0' 100'/Min 5 MPH 5°	1000	135 0h 1000	8 4 4 8
14. Detected station, 15. Altitude over sta 16. Rate of descent 17. Airspeed	ation to field	8 8 4 4	0! 100!/Min 5 MPH 50 5 sec.	1000	135 0h 1000 140 210	8 4 4 8 8 5
14. Detected station, 15. Altitude over sta 16. Rate of descent 17. Airspeed 18. Heading, station to	to field	8 8 4 4 8	0' 100'/Min 5 MPH 5°	1000	135 0h 1000 140 210	0 8 4 4 5
14. Detected station, 15. Altitude over sta 16. Rate of descent 17. Airspeed 18. Heading, station to 19. Timing, station to 20. Altitude over fix	to field	8 8 4 4 8 8 -510	0! 100!/Min 5 MPH 50 5 sec.	1000	135 0h 1000 140 210	0 8 4 4 5 4
14. Detected station, 15. Altitude over sta 16. Rate of descent 17. Airspeed 18. Heading, station to 19. Timing, station to	to field	8 8 4 4 8 8	0! 100!/Min 5 MPH 50 5 sec.	1000	135 0h 1000 140 210	0 8 4 4 8 5 4
14. Detected station, 15. Altitude over sta 16. Rate of descent 17. Airspeed 18. Heading, station to 19. Timing, station to 20. Altitude over field 21. Pull out	to field to field	8 8 4 4 8 8 -510	0! 100!/Min 5 MPH 50 5 sec.	1000	135 0h 1000 140 210	0 8 4 4 5 4 4 7
14. Detected station, 15. Altitude over sta 16. Rate of descent 17. Airspeed 18. Heading, station to 19. Timing, station to 20. Altitude over fix	to field to field	8 8 4 4 8 8 -510	0! 100!/Min 5 MPH 50 5 sec.	1000	135 0h 1000 140 210	0 8 8 4 4 8 5 4 4 7 8 5
14. Detected station, 15. Altitude over sta 16. Rate of descent 17. Airspeed 18. Heading, station to 19. Timing, station to 20. Altitude over field 21. Pull out	to field to field eld d reaction	8 8 4 4 8 8 -510	0! 100!/Min 5 MPH 50 5 sec.	1000	135 0h 1000 140 210	0 2 8 4 4 8 5 4 4 8

REMARKS: good gob

CHECK PILOT

FORM #38

27. Knowledge of Procedure

ADF PRECISION LET DOWN								
PILOT GALDREL dock H DATE 17 April								
RANGE OR BEACON HO		TIVE OTS						
TYPE AIRCRAFT C-S4		RADE						
WEATHER HHVY	-	Smoot	5					
	Value	Tolerance	Altitude Prescribed		Grade			
				30.20	3			
il. Initial Approach Altitude	2	100!	3000	Dec				
2. Initial Approach Heading	2		315	202	~			
3. Detected Station, Initial	2:	<u> </u>		06	2			
4. Cutbound Heading	3		315	3/5	3			
5. Altitude Prior to Turn	3	501	3000	3040	3			
4.6. Airspeed	3	5 MPH	140	137	3			
7. Time to Turn	4		2'	06	4			
8. Procedure Turn Headings	3	50	N	N	3			
9. Altitude, Procedure Turn	3	50'	3000	3050	3			
10. Airspeed During Turn	3	5 MPH	140	140	3			
			2000					
11. Rate of Descent	3	200'/Min	500	500				
12. Altitude, Return to Station	5	50!	2500	gh	5			
13. Heading, Return to Station	-55		100	~	0			
14. Airspeed	3	5 MPH	140	140	3			
15. Detected Station, Intermediate	-3		- word of	00	0			
16. Altitude Over Station	5	50!	2500	2.500	5			
17. Rate of Descent	4	hoo! /iin_	500'	sh.	4			
18. Airspeed	4	5 WPH	140	142	4			
19. Out Bound Heading	1 4		120	120	7			
20. Time to Turn	5		2'		5			
	5		2850	ok.	5			
21. Inbound Heading				ak	5			
22. Detected Station, Final	5	0!	500	0/2	5			
23. Altitude Over Station	5 -	1		als	16			
24. Turn to Field	5			- 1				
25. Pull Out	2		39	or				
26. Signal (Needle Reaction)	1-33			魏	0			
			reed		3			

4. Outbound Heading	3		3/5	315	3	
5. Altitude Prior to Turn	3	501	3000	3040	3	
.6. Airspeed	3	5 MPH	140	137	3	
7. Time to Turn	4		2'	06	4	
8. Procedure Turn Headings	3	50	N	N	3	
	3	501	3000	3050	3	
9. Altitude, Procedure Turn			140	140		
10. Airspeed During Turn	3	5 MPH				
11. Rate of Descent	3	200'/Min	500	500		
12. Altitude, Return to Station	5	50!	2500	gb	5	
13. Heading, Return to Station	5				0	
14. Airspeed	3	5 MPH	140	140	3	
15. Detected Station, Intermediate	-3		a man Wildel	-	0	
16. Altitude Over Station	5	50!	2500	2500	5	
17. Rate of Descent	4	100! //in_	500'	sh.	4	
18. Airspeed	4	5 WPH	140	145	4	
19. Out Bound Heading	4		120	120	4	
20. Time to Turn	5		2'		5	
21. Inbound Heading	5		2850	oh	5	
22. Detected Station, Final	5			ak	5	
23. Altitude Over Station	5 .	0'	500	0/2	5	
24. Turn to Field	5			ate	5	
At I I I I I I I I I I I I I I I I I I I				ole	2	
25. Pull Out	2	-	-	Tark.	0	
26. Signal (Needle Reaction)	-33		dool	0000	3	
27. Knowledge of Procedure	1 3		- parea	-	1 2	
slow to tun on needle changes - othermee						

CHECK PILOT

## 1504TH AAF BASE UNIT GEST COAST WANG, PACIFIC DIVISION, AND FAIGFILLD-SHISUN AB, CALLFORNIA

PINGL PEPO TS - : ILOTS PHC GALLNER RAMA IST L+

	instructor's Orade	Check dlot's Grado
l. Visu 1 Inspection and cookpit check	٧	B
2. Starting, foxid, and ann-up.		B
3. Take-off and climb.		B+
4. Approach and landings. One or more engines inoperative.		B
<ol> <li>Approach and land.</li> <li>Complete Instrument Check (AF 50-)</li> </ol>	3)	B
a. General Airwork Ceiling		B
b. Instrument Take-off or Take-off  c. ADF Let Down		B+:
d. Loop orientation  Range orientation and let down		B-
e. (Precision check).		B+
f. Instruments w/one engine inoperation.  General knowledge of equipment.	atuve.	B
8. Emergency procedures and equipment		B
9. Use of Check-List		B
O. Radio Navig., Radio Fixes.		
FINAL GRADE		13
This man has	his proc	ediner
	,/	
RICOMMENDATIONS:		
INSTRUCTOR	CHECK PILOT CU	un Beuran

GRADES:

A - Above average

B - Average

6 - Below Average
D - Unsatisfactory

3. Take-off and climb.	13+					
4. Approach and landings.	B					
One or more engines inoperative.  5. Approach and land.	B					
	0					
6. Complete Instrument Check (AF 50-3)	1-15					
a. General Airwork	B					
Ceiling b. Instrument Take-off or Take-off	B					
	B+					
c. ADF Let Down						
d. Loop orientation  Range orientation and let down	13-					
e. (Precision check).	B+					
f. Instruments w/one engine inoperative.	B					
	B					
7. General knowledge of equipment.						
8. Emergency procedures and equipment,	B					
9. Use of Check-List	B					
10. Radio Navig., Radio Fixes.						
	R					
REMARKS:						
	dures					
down pat. O.K 90 day cheph						
RECOMMENDATIONS:						
INSTRUCTOR CHECK PILOT CHECK PILOT	ul Sturen					
GRADES:						
A - Above average C - Below Average B - Average D - Unsatisfactory						
FORM #37	11/4					
WEST LUNG TO LEVE TO THE	- por					